GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:2992
ANSWERED ON:21.03.2002
ENERGY CONSUMPTION . COL. RETD. SONA RAM CHOUDHARY
VILAS BABURAO MUTTEMWAR

Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have yet to evolve controls to monitor electric energy consumption in traction;

(b) whether there is no provision for energy meters in locomotive either to monitor electric energy consumption or to work out electricity consumed for electric traction of different classes of service;

(c) if so, the reasons therefor and the likely time by which the Government propose to evolve control/monitor electric energy consumption in traction;

(d) whether only standard specific energy consumption adopted by Railways is erroneous and not reliable;

(e) whether due to non-evolving of controls to monitor electric energy consumption, some State Electricity Boards had charged higher tariff from Railways than those charged from other bulk consumers; and

(f) if so, the remedial measures taken/proposed to be taken by the Government to avoid excess payment to SEBI?

Answer

MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINIST RAILWAYS (SHRI O. RAJAGOPAL)

(a) No, Sir. There is full control over electricity drawn for traction. At all sub-stations from where electricity is drawn for traction, electric energy meters are provided for monitoring energy consumed for electric traction.

(b) Electric energy meters are being provided on all new builds of 3-phase electric locomotives manufactured at Chittaranjan Locomotive Works (CLW). Specification for microprocessor based speed cum energy-monitoring systems have been drawn up and prototypes have also been cleared after successful service trials, for provision on conventional locomotives.

(c) As already mentioned in reply to part (a) earlier, mechanism already exists to pay for metered electric energy drawn at all electricity supply points for traction.

(d) No, Sir. Research, Designs and Standards Organisation (RDSO) conducts instrumented trials from time to time for measuring electric energy consumed in different services, based on which norms are updated for apportionment of consumption amongst different services; for example, suburban trains, long distance Mail/Express trains, etc. Such apportionment, however, does not alter the total energy drawn, which is metered at every point of supply by the State Electricity Boards. There is no scope for unaccounted drawal of energy from the traction network or from the electric locomotives.

(e) It is true that some State Electricity Boards (SEBs) are charging the Railways a tariff which is higher than some of the other bulk consumers. However, it has no relevance, whatsoever, with the control mechanism to monitor electric energy consumption, which, as brought out at Para (a) & (c), already exists. Notwithstanding this, the State Electricity Boards and the State Electricity Regulatory Commissions (SERCs) are being constantly pursued to charge a reasonable tariff for electric traction power supply.

(f) Besides pursuing the cases with the individual SEBs & SERCs forreducing tariff to reasonable level, Railways are pursuing efforts for availing direct power from Central Generating agencies like National Thermal Power Corporation (NTPC), Nuclear Power Corporation (NPC), etc.

Railways have already met with appreciable success by availing direct supply from NTPC for Ghaziabad-Kanpur section of Northern Railway at reduced cost since November, 2000. Proposals for availing power from NTPC and NPC at other places are under active consideration in consultation with Ministry of Power.

Further, a Memorandum of Understanding has been signed with NTPC on 18.2.2002 for exploring possibility of setting up joint venture power projects between Railways and NTPC.